

# TRAIN OPERATION AT JACKSON PARK TERMINAL

This pamphlet contains aspects and indications of the signals associated with this terminal and the operating procedures which must be followed.

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METROPOLITAN

TRANSIT

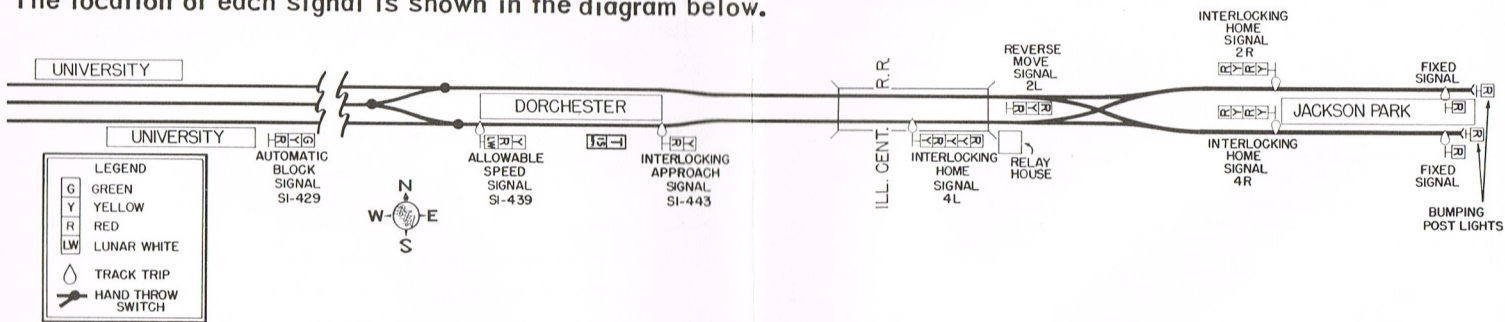


**CHICAGO TRANSIT AUTHORITY**

TRAINING & ACCIDENT PREVENTION DEPARTMENT  
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# DIAGRAM OF TRACK AND SIGNALS

Train movements approaching, within, and leaving the Jackson Park Terminal are protected by color light signals. The location of each signal is shown in the diagram below.



## INBOUND SIGNALS

**#S1-429 - AUTOMATIC BLOCK SIGNAL.** Has no track trip; may display the following aspects:

- GREEN - Proceed.
- YELLOW - Proceed with caution, prepared to stop at next signal.
- RED - Stop; if signal does not clear within 10 seconds, proceed with caution at restricted speed, prepared to stop within vision.

**#S1-439 - ALLOWABLE SPEED SIGNAL.** Track trip protected; may display the following aspects:

- YELLOW over LUNAR WHITE - Proceed with caution at 15 M.P.H.
- YELLOW - Proceed with caution, prepared to stop at next signal.
- RED - Stop; operate track trip manual release. When trip clears, proceed with caution at restricted speed, prepared to stop within vision.

**#S1-443 - INTERLOCKING APPROACH SIGNAL.** Track trip protected; may display the following aspects:

- YELLOW - Proceed with caution, prepared to stop at next signal.
- RED - Stop; operate track trip manual release. When trip clears, proceed with caution at restricted speed, prepared to stop within vision.

**#4L - INTERLOCKING HOME SIGNAL.** Track trip protected; may display the following aspects:

- YELLOW over RED - Proceed with caution into South Pocket.
- RED over YELLOW - Proceed with caution into North Pocket.
- RED over RED over YELLOW - Stop; operate track trip manual release. When trip clears, proceed with caution at restricted speed.
- RED over RED - Stop and stay. If signal fails to clear, call Line Supervisor for instructions.

FIXED SIGNALS (No numbers) Track trip protected; display the following aspect at all times:

RED - Stop; do not pass this signal.

## OUTBOUND SIGNALS

#4R - INTERLOCKING HOME SIGNAL. Track trip protected; may display the following aspects:

RED over YELLOW - Proceed with caution to northbound track.

RED over RED over YELLOW - Stop; operate track trip manual release. When trip clears, proceed with caution at restricted speed.

RED over RED - Stop and stay. If signal fails to clear, call Line Supervisor for instructions.

#2R - INTERLOCKING HOME SIGNAL. Track trip protected; may display the following aspects:

YELLOW over RED - Proceed with caution to northbound track.

RED over RED over YELLOW - Stop; operate track trip manual release. When trip clears, proceed with caution at restricted speed.

RED over RED - Stop and stay. If signal fails to clear, call Line Supervisor for instructions.

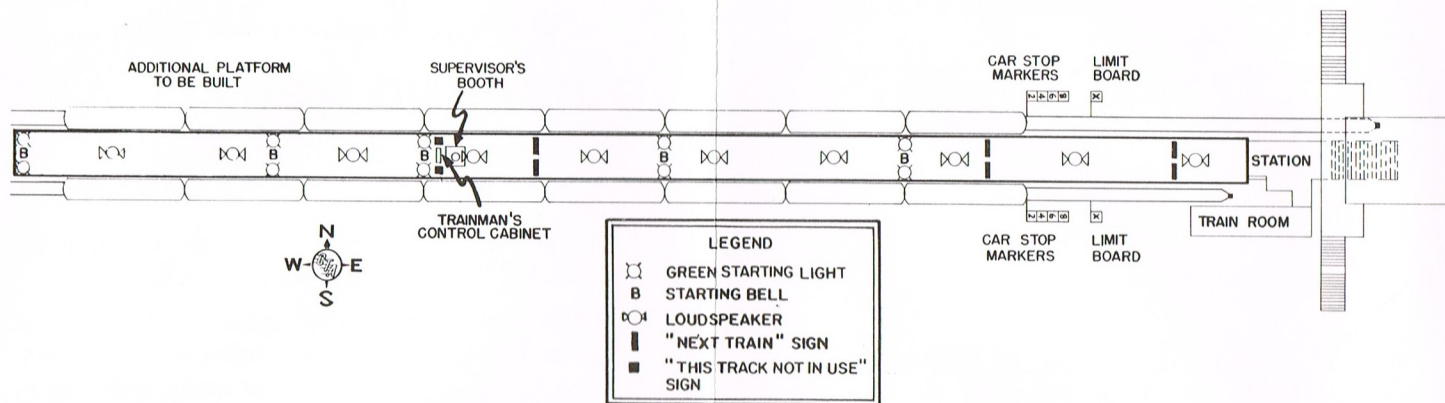
#2L - INTERLOCKING HOME SIGNAL FOR REVERSE MOVEMENT. May display the following aspects:

YELLOW - Proceed with caution, prepared to stop within vision.

RED over RED - Stop and stay.



# DIAGRAM OF JACKSON PARK STATION



## INBOUND OPERATION

The selection of routes for inbound trains is automatic and there is no way that a Trainman can change a route that is lined up. When a train passes Signal S1-443, the track switches line up to route the train into one of the pockets. If both pockets are unoccupied, the train will normally be routed into the North Pocket.

## OUTBOUND OPERATION

### REGULAR TRAINS

Regular trains are routed out of the terminal on a "first in - first out" basis. "Next Train" signs light to indicate the pocket from which the next train will leave. Shortly before the train is due to depart, the track switches line up for a leaving route and the home signal clears. Just before departure time, a warning buzzer sounds alerting the train crew to be in position to leave. When the starting lights come on and the starting bells sound, the Conductor closes the doors, sends the "Proceed" buzzer signal to the Motorman, and the Motorman starts the train.

If the starting signals fail to come on at departure time, the Line Supervisor must be called for instructions.

### LAY-UPS AND EXTRA TRAINS

Lay-up trains and extra trains will route themselves out of the terminal by means of "Go" switches without disturbing the "first in - first out" sequence of regular trains. Permission must be obtained from the Line Supervisor before operating these manual controls. Two "Go" switches, painted green, are located on the Trainman's Control Cabinet, one switch on each side of the cabinet (see diagram). The "Go" switch on the north side of the panel is for the North Pocket; the "Go" switch on the south side of the panel is for the South Pocket. These "Go" switches are operated by means of a zone switch key. If there is a train in a pocket, operating the associated "Go" switch sets up a leaving route from that pocket and causes the home signal to clear. However, the "Next Train" signs will not indicate for that train and the train will not receive a starting signal. If for any reason the route set up by

operation of the "Go" switch is not to be used, the route can be cancelled only by taking the pocket out of service. This procedure is outlined in the section "Taking A Pocket Out Of Service."

## **TRAINMAN'S PROCEDURE FOR USING "GO" SWITCHES**

Motorman:

1. Obtain permission from the Line Supervisor (train phone may be used for this purpose).
2. Insert zone switch key in the "Go" switch, turn the key and hold it momentarily.
3. Turn the key back to the normal position and remove.
4. Return to the cab and wait for the "Proceed" buzzer signal from the Conductor.
5. When the track switches line up and the home signal clears, start the train.

Conductor:

1. Close the doors.
2. When the Motorman has returned to the cab, send the "Proceed" buzzer signal WITHOUT WAITING FOR A STARTING LIGHT.

If, after having operated a "Go" switch, the Motorman finds it impossible to take the train from the platform, he must then call the Line Supervisor for instructions.

## **TRAINMAN'S CONTROL CABINET**

The controls for taking a pocket out of service are located in the Trainman's Control Cabinet. This cabinet, which is unlocked by a switch key, contains a telephone and two "Track Out-of-Service" panels, one panel marked North Pocket and the other marked South Pocket. Each panel contains three indicating lights and two push buttons. One push button is marked "In-Service" and has a green

circle painted around it and a green indicating light above it. The other push button is marked "Out-of-Service" and has a red circle painted around it and a red indicating light above it. The other indicating light is amber, is unmarked, and is located above the red (Out-of-Service) indicating light. While a pocket is out of service, no trains can be routed into or out of that pocket by signal indication, the "Next Train" signs will only indicate for the pocket that is in service, and the "This Track Not In Use" sign will illuminate. Only one pocket can be taken out of service at any one time.

## TAKING A POCKET OUT OF SERVICE

Motorman:

1. Obtain permission from the Line Supervisor.
2. Observe the amber indicating light. If the light is "Off", a train is being routed into the pocket and the pocket cannot be taken out of service.
3. When the amber light is "On", press the red (Out-of-Service) button momentarily. The red indicating light will come "On" to indicate that the pocket is out of service and the green indicating light above the "In-Service" button will go "Off." At the same time, the "This Track Not In Use" sign will illuminate.

## RETURNING A POCKET TO SERVICE

Motorman:

1. Obtain permission from the Line Supervisor.
2. Press the green (In-Service) button momentarily. The green indicating light will come "On" and the red (Out-of-Service) light will go "Off."
3. Trains will again be routed in and out of the pocket automatically.